

Short North Special Parking Area



THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE

Agenda

- Recap of SN Study Recommendations
- Current variance process
- Review of parking variances from 2011-2015
- SN Special Parking Area CCC3312.051
- In-lieu process
- Benefits to the community and developers
- Outreach efforts
- Residential permit parking
- Q&A

SN Study Recommendations

- Enhance economic development and vitality
- Protect residential neighborhoods
- Provide accessible parking as part of a multimodal transportation system
- Financially sustainable parking
- Create realistic zoning requirements

SN Study Recommendation

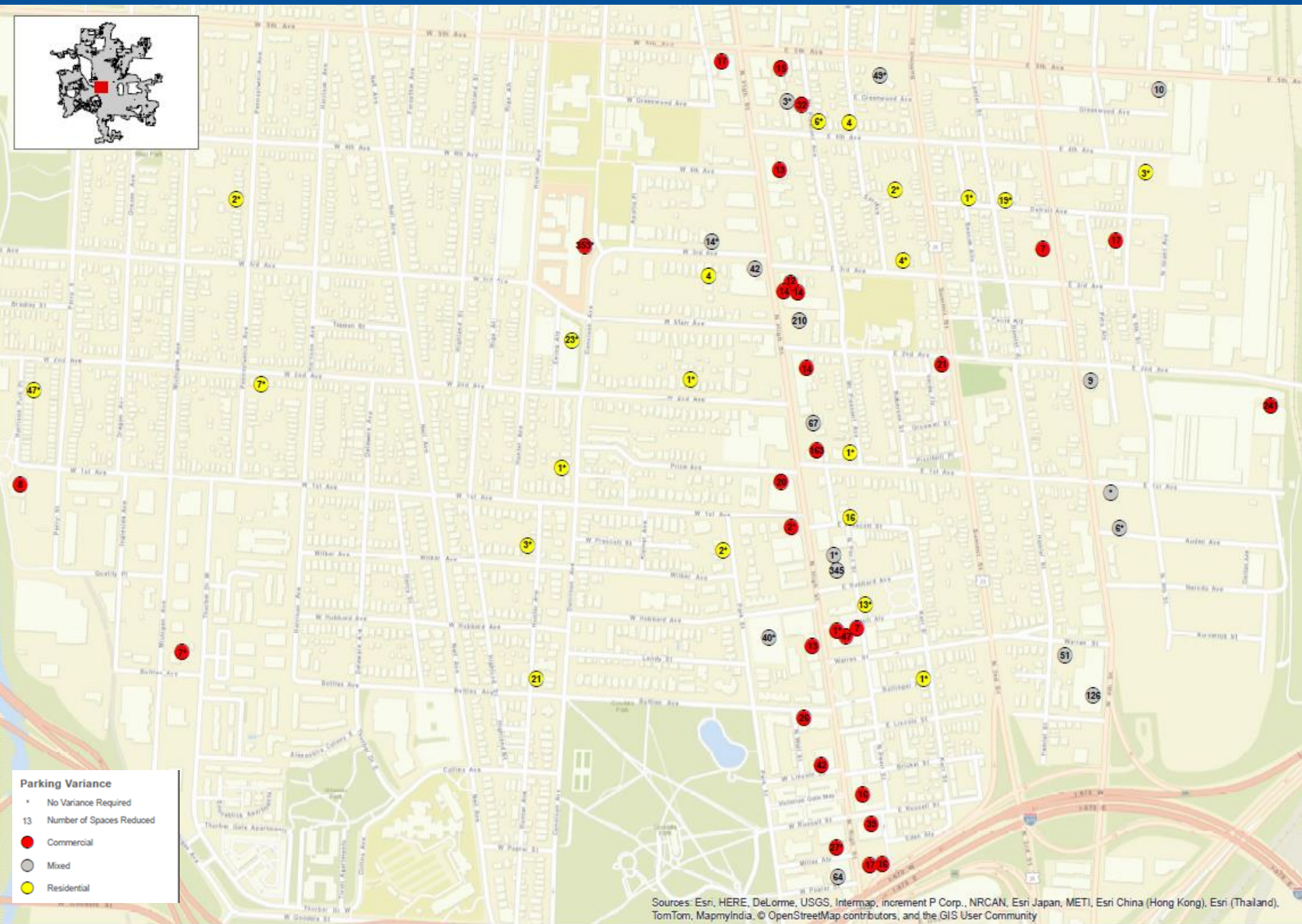
- Adoption of a Special Parking Area
 - Create an administrative process to handle parking deficiencies
 - Establish appropriate parking requirements
 - Establish in-lieu fees for establishments that are unable to meet the parking requirements
 - Continue to encourage overbuilding of parking where a site permits

Existing Conditions in the SN

- Existing parking requirements are not appropriate
- IV and VV Commissions are not equipped to manage parking variances
- Added density with residential and restaurants has placed a strain on parking
- City has engaged in shared parking agreements to encourage the overbuilding of parking

Parking Variances

- Staff reviewed all parking reduction variances issued from 2011 through 2015 for the following:
 - Change that initiated the parking variance
 - Number of parking spaces required and amount reduced
 - Support from the review commission



Parking Variance

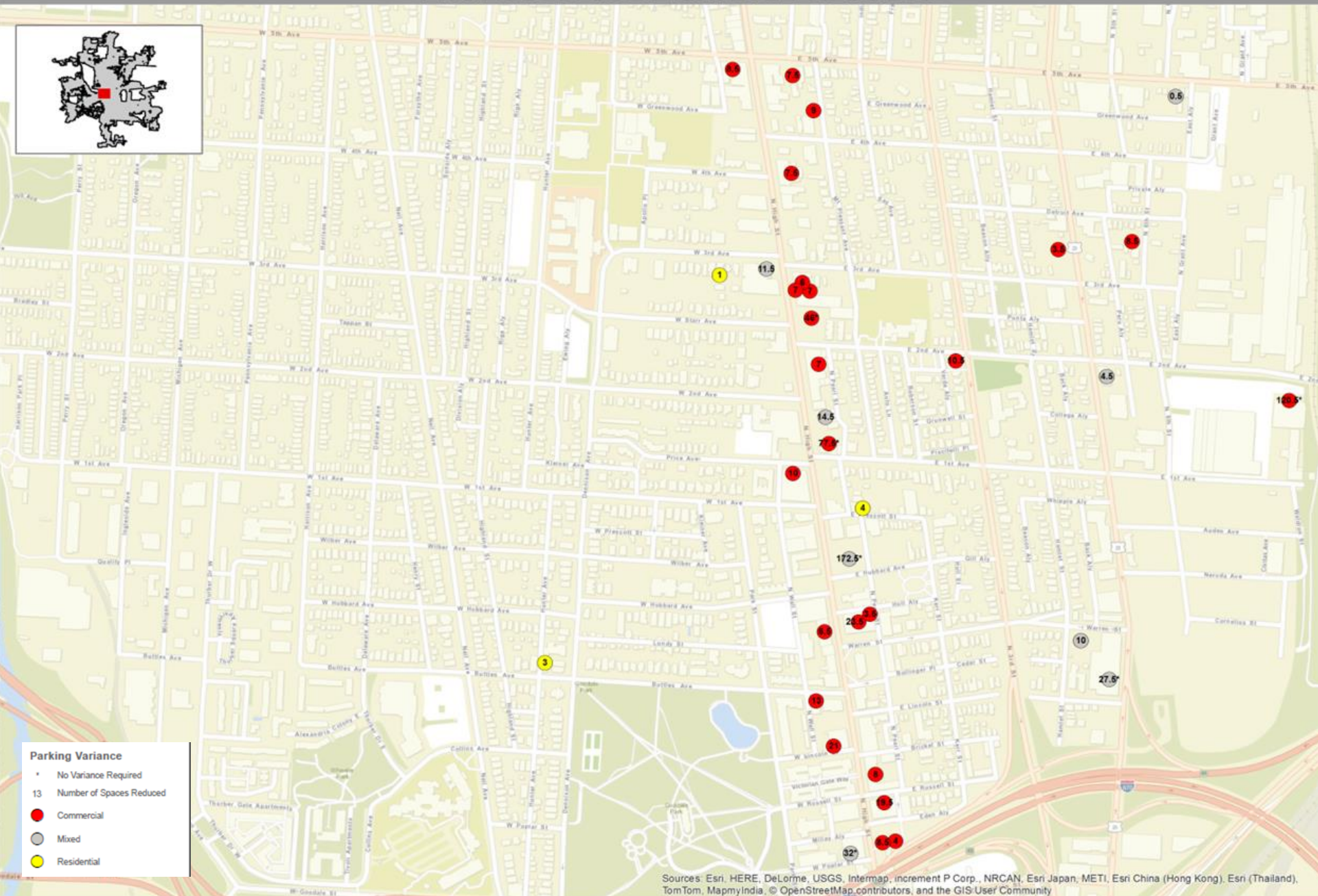
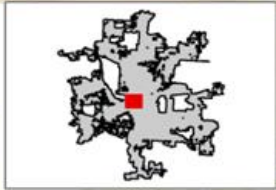
- No Variance Required
- 13 Number of Spaces Reduced
- Commercial
- Mixed
- Residential

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

SN Special Parking Area CCC 3312.051

- Boundaries
 - North: 5th Ave
 - South: I - 670
 - West: the first alley and street right-of-way east of Neil Avenue
 - East: Railroad tracks
- Parking requirements
 - Non-residential: ½ of the requirements of CCC 3312.49
 - Extended stay hotels: 1 space per unit
 - Two-, three-, and multi-unit dwellings: 1 space per unit
 - Exempt from requiring off-street parking:
 - Art Galleries
 - Single-unit dwellings
 - Retail space 2,500 sq ft or less

SHORT NORTH PARKING VARIANCES (2011-2015) PROPOSED CODE CHANGE RESULTS



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

SN Special Parking Area CCC 3312.051

- Parking variances will no longer be granted in the SN Special Parking Area
 - All other requested variances will still require Building and Zoning Board of Adjustments (BZA) or City Council approval
- Authority granted to Director of Public Service to create rules and regulations
- Creates process for review and determination of in-lieu fees
- Fees dedicated to the Short North Special Parking Fund

Current Parking Variance Process

- Applicants are required to obtain a recommendation from the review commission
- Applications are submitted to Building and Zoning Services (BZS)
 - Reviewed internally by Traffic Management
- Applications are either approved/denied by BZA or City Council
- Issues:
 - Parking deficiencies are handled on a case-by-case basis
 - Parking is often used as a negotiation tool
 - There is no incentive to provide parking

Proposed In-Lieu Process

- Parking variances will no longer require a recommendation from the review commission unless the request exceeds the maximum threshold allowable
- Parking variances will no longer require BZA or City Council approval
- All applications will be reviewed by BZS for compliance of parking requirements
 - BZS will notify Traffic Management of parking deficiency to initiate in-lieu process
 - Traffic Management will calculate in-lieu fees
 - Residential: \$20,000 per parking space
 - Non-residential: \$10,000 per parking space

Proposed In-Lieu Process

- If the parking deficiency is greater than the maximum thresholds allowable
 - Applicant must obtain a written recommendation from the review commission
 - Internal committee will review the application and all relevant information and make a recommendation to the Traffic Management Administrator
 - Administrator shall deny or approve application

Proposed In-Lieu Process

- If the parking deficiency is greater than maximum thresholds allowable
 - Residential: greater than 25% of the total number of required parking spaces and greater than 15 parking spaces
 - Non-Residential: greater than 25% of the total number of required parking spaces and greater than 30 parking spaces

Proposed In-Lieu Process

- One time payment is due prior to zoning clearance and approval from Traffic Management
- Special Review
 - Traffic Management Administrator will review any request that creates a gross inequity for cultural, institutional, or affordable housing uses that are proposed or expanded and has the authority to reduce or waive in-lieu fees

SN Special Parking Area Fund

- Money stays within the boundaries of the parking area
- Funds used is to address parking supply and mobility issues
 - Examples: shared parking agreements, manage existing parking, parking technology improvements, promoting alternative forms of transportation, employee parking programs, etc.

Benefits to the Community

- In-lieu fees stay in the designate parking area
- Review Commissions will no longer have to chose between development and parking
- Process encourages developers to provide required parking
- Provides a consistent process to handle parking deficiencies
- Will enable alternative transportation solutions
- Helps establish collaborative parking programs

Benefits to the Developers/Businesses

- Establishes appropriate parking requirements
- Reduces strain with neighborhoods over parking and can focus on architectural reviews
- No longer requires review commission recommendation, unless the parking deficiency exceeds maximum amount allowable
- Replaces lengthy BZA or City Council parking variance process with a streamlined Administrative review process
- Use of in-lieu fees benefit commercial and residential tenants

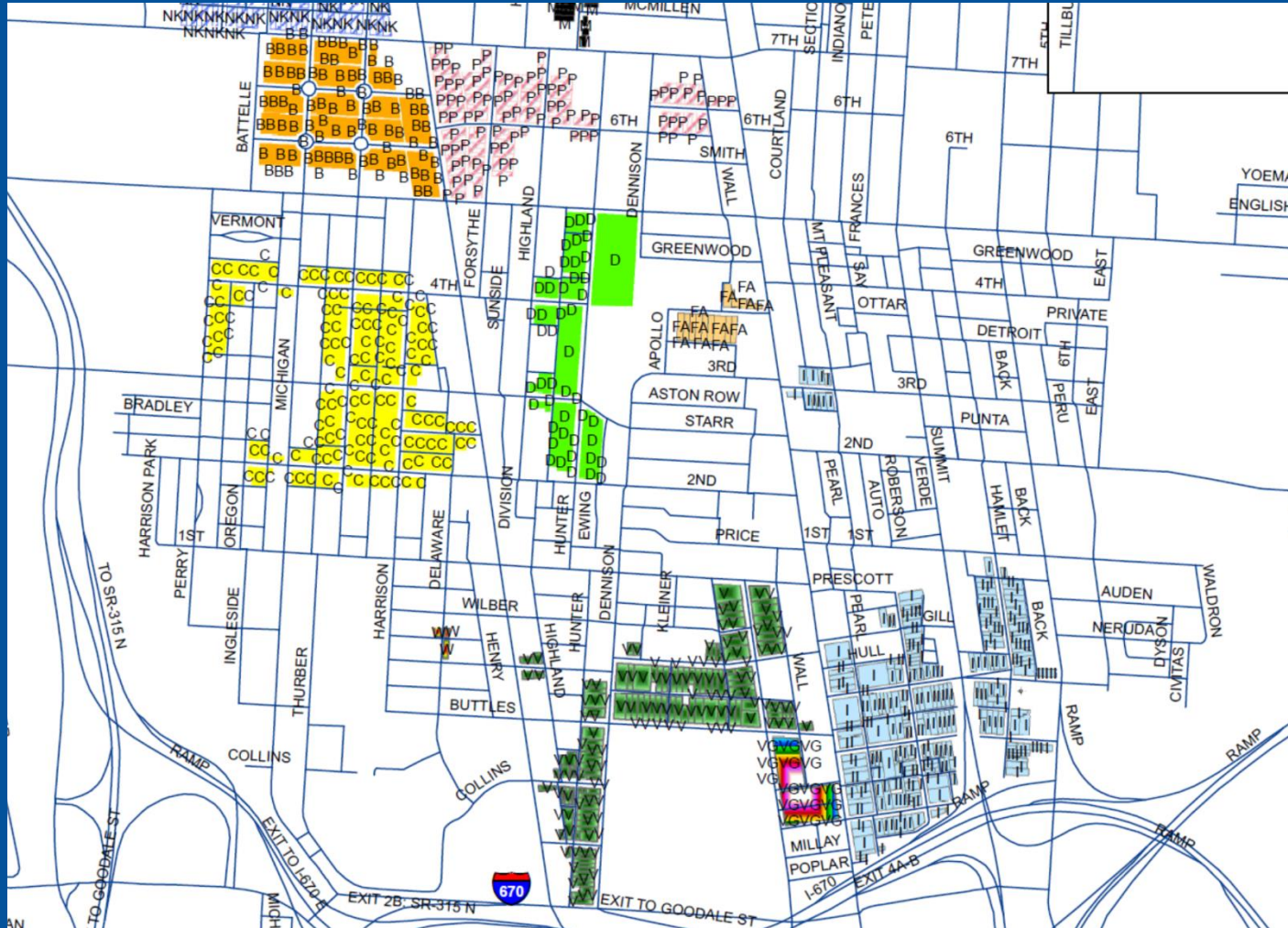
Outreach Efforts

- Short North Working Group
 - Representation from Short North Civic, IV Society, IC Commission, VV Commission, Dennison Place, Harrison West, SN Alliance and recently UA Commission
- Developers and Zoning Attorneys Meeting
- Building Services Review Committee
- Italian Village Commission
- Victorian Village Commission
- Italian Village Society
- Development Commission

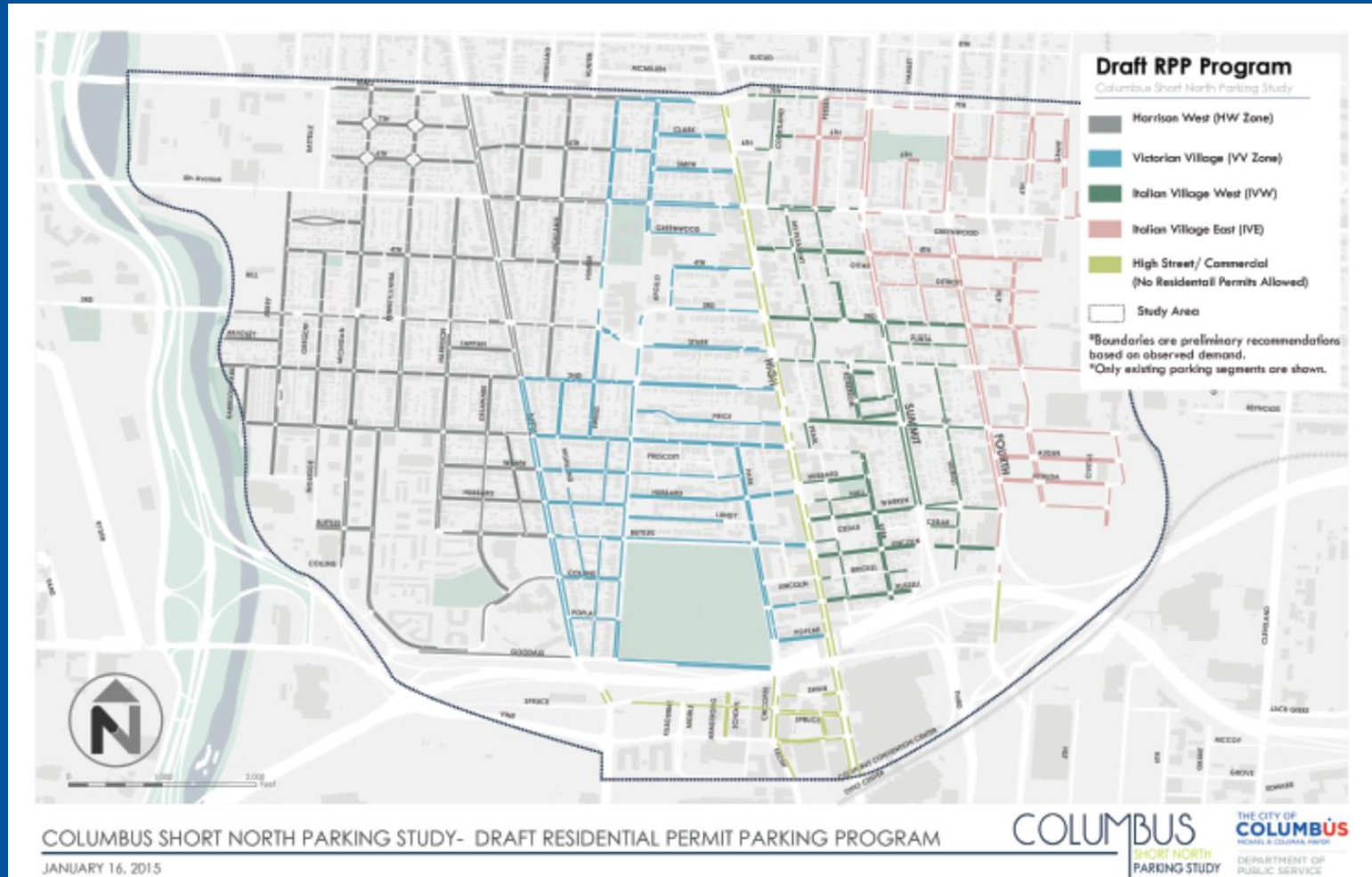
Residential Permit Parking

- Key RPP recommendation from the study
 - Eliminate small permit areas and create larger permit zones to incorporate all streets
 - Reduce the number of parking restrictions and make the zones more consistent
 - Allow some paid public parking in permit zones but with posted restriction
 - Permit holders would not be required to pay for on-street parking and would be exempt from posted restriction
 - Price on-street parking appropriately to create turnover

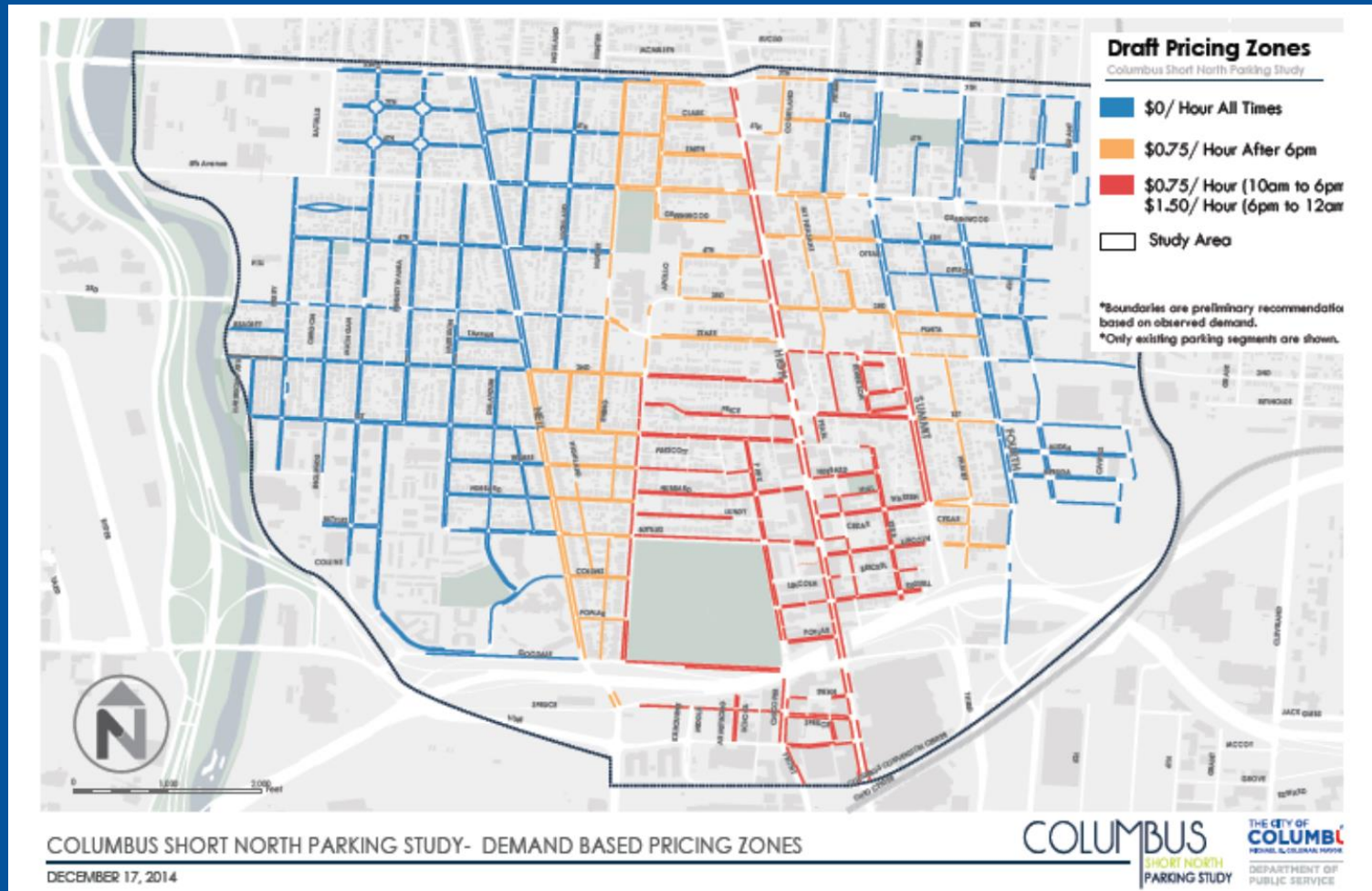
Current Residential Permit Parking



Proposed Residential Permit Parking



Proposed Residential Permit Parking



Residential Permit Parking

- Boundaries
- On-street restriction
- Pricing of streets
- Visitor passes
- Employee options
- Technology
- Enforcement

Next Steps

- Send legislation to Council
- Start presenting permit parking plan to neighborhoods in March/April to gather public input
- Loading and valet zone planning will be part of Smart Columbus
- Parking signage will require testing
- Continue working on other recommendations from the study

Question & Answer

parkingservices@columbus.gov



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